

TWELVE LEFT IN 6-DAY RACE

Belgians Drop Out of Long Cycle Grind in Madison Square Garden—Record-Breaking Crowd Attends the Contest.

EARLY-MORNING ACCIDENTS.

Hedspeth Taken from Track to Bellevue Suffering from Broken Collar-Bone—Bald and Elkes Quit Struggle.

SCORE AT 4 O'CLOCK.

Gougoltz and Kaser.....	345 1
Breton and Darragon.....	345 1
McFarland and Maya.....	345 1
Stinson and Moran.....	345 1
John Bedell and Menus Bedell.....	345 1
Newkirk and Jacobson.....	345 1
Butler and Turville.....	345 1
Leander and Floyd Krebs.....	345 1
Barclay and Franz Krebs.....	345 0
Keegan and Petersen.....	345 0
Galvin and Ro.....	345 0
Doerflinger and Heller.....	344 7
Braquin and Elisson.....	339 4
Best previous record, 349.8.	

Only twelve teams are now in the race at Madison Square Garden, the reconstructed Belgium pair, Barquin and Buissou, giving up shortly before 4 o'clock this afternoon.

The other riders are in fairly good shape and so close together that further withdrawals are not to be expected.

Barclay is in the worst shape, but he manages to keep within a lap of the leaders.

The crowd almost filled the Garden, and at 5 o'clock the spectators wanted some fast work. Eventually they got it, and the twelve men began to creep up on the record.

At 4 o'clock the eight leading teams had done 345 miles and 1 lap, just 4 1/2 miles back of the best work for that time. Leander is riding in splendid form and is confident that he will be able to keep up until the end.

So far eight teams are tied for first place and it would be hard to say which is the better. Apparently Floyd Krebs is in the best shape of all, and Elkes, his mate, is as good as any one in the race.

Just before the race started Leander signed a contract to ride for a cycle firm in Europe, the conditions being that he must win the present grind. From present indications he has a real chance of pocketing the contract next Saturday night.

Barquin and Buissou are plugging away at it, hopefully, as a reconstructed team, and each hour finds them further in the rear.

Doerflinger and Heller, too, are out of it as far as first place is concerned, but every other team has a chance and there is only a lap between the first eight teams and the last three others.

Gougoltz and Kaser, the favorites with the crowd, are not going as well as they did earlier in the game.

The Bedell brothers are sticking to it manfully but are noticeably tired. McFarland also is feeling the effects of the work, while Barclay is almost ready to give up. Once he made an effort to recover the lap lost in the early morning but was quickly smothered and came near losing another in the two-mile sprint that followed.

That was the most exciting thing of the afternoon's sport. Leander, Moran, Kaser, Breton and Butler all took a hand, and the audience was on its feet cheering for five minutes.

The band arrived at 2 o'clock and stimulated the riders a bit, and after that the pace became hotter, but the record after noon was not in danger.

The crowd, however, continues to break all previous marks, and at 4 o'clock almost every seat in the Garden was taken.

The spills were remarkable by their absence, the only one since the early morning being that of one William Kerrigan, who tumbled headlong from a box at an exciting moment. He was uninjured.

The crowd this morning was a record-breaker. No less than 5,000 persons were in the Garden when the 11 o'clock score was posted. Most of them had been in the building since 10 or 11 o'clock last night.

The annual grind is not considered a race without its accidents. This morning there were just four, but luckily only one was in any way serious. Headspeth of the Chicago team, was the unfortunate victim. His collar-bone was broken, and he is now in Bellevue Hospital, having been carried there by an ambulance at about 2 o'clock. The hospital physicians say he is going well.

Headspeth slipped from his wheel during a sprint around the Twenty-sixth.

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To Cure a Cold in One Day.
Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. W. W. Grove's signature is on each box. 25c.

DECIDING FATE OF BIG TUNNEL

Railroad Committee of the Board of Aldermen in Session to Make Up Report on Pennsylvania Franchise.

FOUR NEW VOTES FOR IT.

Republican Aldermen of Brooklyn Suddenly Change Front and Announce that They Are Now in Favor of the Franchise in Present Form.

Just before the Committee on Railroads of the Board of Aldermen met this afternoon to consider the Pennsylvania tunnel franchise it was announced that four members of the Board who originally voted against the adoption of the franchise, now stand ready to vote at to-morrow's meeting in favor of it in its present form. They are Aldermen John Wirth, Charles Alt, William Wentz and Frank Bennett.

When they voted originally with the majority for the rejection of the franchise in its then form they declared that they never could be persuaded to vote for the adoption of the franchise unless it contained the eight-hour labor clause, and gave greater and more adequate compensation to the city. They were in accord with the Tammany leaders in that respect. They announced today that they were prepared to vote for the franchise.

The weight of public opinion, they said, offered the only explanation for their sudden change of front. The recent orders issued by the Kings County Republican Executive Committee are said to be the real cause of the change. The orders of the Committee were in line with the attitude of Senator Platt, who has said that the tunnel project must go through.

Railroad Committee Meets.
The Railroad Committee met promptly in the City Hall and at once began the discussion of the franchise. Chairman Diemer, who has variously stated that he was first in favor of, then opposed to, and yet again prepared to vote for the tunnel franchise, called the members of the committee in secret session in the private office of President Barnes, of the Board of Aldermen, who was also present, being an ex-officio member of the committee, but having no vote.

Alderman McCall came out during the meeting and said: "I am convinced that a majority report favoring the Pennsylvania tunnel proposition will be presented to-morrow."

Before entering the consulting-room Alderman McCall, the Tammany Hall leader of the board, stated that he was prepared to oppose the tunnel grant to

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BROKE FROM TOW; JAGUAR SLAYS TEN MEN LOST.

Capt. D. W. Wiley, of the Tug Underwriter, Brings Details of the Sinking of the Schooner Oler.

NO CHANCE FOR THE CREW.
The tug Underwriter, which towed the schooner Wesley M. Oler from Nassau to a point off Cape Hatteras, where she was wrecked in last week's gale, arrived here today.

Capt. D. W. Wiley, of the Underwriter, told the story of the last days of the Oler.

"We were down in the Southern waters with the Oler, towing the old Spanish drv dock from Havana to Pensacola," he said. "When we received orders to go to Nassau and tow the schooner W. M. Oler to New York, the schooner was bound from Venezuela with a cargo of guano. She had sprung a leak, and when we took hold of her in Nassau harbor she was making some fourteen inches of water a day, but they had a donkey engine and pumps on board, and Capt. Eaton, her skipper, thought that he could keep her going while we towed her up."

"We left Nassau Nov. 30. We caught a heavy ground swell from the south-west which gave us a terrible roll on the foreing Tuesday. On Wednesday night, when off Savannah, the rolling grew worse and kept increasing until Thursday morning, when it settled down into a long steady roll such as I have not seen in any fifty years of deep sea sailing."

"At every roll the schooner's decks were awash. They kept their steam pump working but the water gained on them."

The wind broke into a gale Thursday night and backed and fled from every quarter until it boxed the compass both ways and back again. I headed out to sea. We were somewhere between Point Lookout and Cape Hatteras. The wind was blowing between fifty and sixty miles an hour. At 2.20 in the morning the hawser from the Underwriter to the Oler parted. I laid by until daylight, but when day broke I could not see any sign of the schooner. The last glimpse I had of my tow through the darkness after we hawser parted was a fleeting one some twenty minutes later. She was then rolling in the sea, but I could not make out any one on deck."

"I don't believe that a man could live on her decks as the big rollers were breaking all over her. Unquestionably Capt. Eaton found the vessel too impossible to save, and he headed out to sea. I saw him as he headed out, but I saw no sign of her. I headed for Newport News, where I first learned that the schooner had come ashore at Hatteras. I have no doubt that all hands were lost. The Oler carried ten men, all told."

A BLIZZARD FOR A MINUTE.
Comes to Town on a 30-Mile Gale, but Soon Goes Out of Business.

A consignment of snow arrived in New York on a thirty-mile northwest wind at 12.30 o'clock this afternoon, and when asked about it the weather prophet at the Government Bureau said:

"There is no storm in this vicinity. That is not a snowstorm; it is just a snow flurry. It is caused by the falling temperature and the change in the wind from the south to the northwest. There is very little snow in sight."

And before the weather man got away from the telephone it was evident he had told the truth. The sun came out brighter than it was before and the snow stopped as quickly as it began. The fall, however, had been so heavy that the streets were white until the sun got to work.

"We said there would be a snow flurry to-day," said the weather man, "and that it would be colder."

WEATHER FORECAST.
Forecast for the thirty-six hours ending at 8 P. M. Tuesday for New York City and vicinity—Generally fair and much colder to-night and Tuesday, with strong west to northwest winds.

Once drink "Black & White" Scotch and see why it is the best whisky made."

The Quick Way
To Chicago is via the Pennsylvania Special, the 20-hour flyer. Financial reports, stenographic and a ladies' maid. 5c.

Those who voted in favor were Aldermen Goodman, Owens, Downing, Klett and Peck; those against unless the eight-hour clause is inserted were Idermen McCall, Diemer, Wafer and Lundy. Alderman Lundy voted with the reservation that he could change his vote.

BICYCLE RACE LEADERS' 6 O'CLOCK SCORE.
Gougoltz and Kaser... 376 7 Breton and Darragon... 376 7
to Farland and Maya... 376 7 Leander and F'd Krebs 376 7
Stinson and Moran... 376 7 John and Menus Bedell 376 7
Newkirk and Jacobson 376 7 Butler and Turville... 376 7

STANDARD OIL TANKS ABLAZE.
One of the largest oil tanks on the Standard Oil property in Long Island City burst into flames at 5.30 o'clock to-night. The blaze communicated to two other tanks. A big blaze resulted.

LATE RESULTS AT NEW ORLEANS.
Fifth Race—Flaneur 1, Leenja 2, Flop 3.
Sixth Race—Troadero 1, Leviathan 2, Scotch Plaid 3.

A VANDERBILT IS STRICKEN.

Cornelius Confinned to His Home with Typhoid Fever, but Dr. Flint Apprehends No Danger.

TAKEN ILL THREE DAYS AGO.

His Democratic Practices and the Romantic Story of His Marriage Have Made Him Popular with the People.

Cornelius Vanderbilt has typhoid fever. He has been confined to his bed for a week, and his condition is giving his family the gravest concern, as he has never been strong.

Mr. Vanderbilt was taken ill a little over a week ago. He tried to keep up, but in a day or two fever developed and he was forced to go to bed. At first it was thought he had malaria, and it was not until three days ago that his physicians definitely decided that his symptoms were those of typhoid fever.

It was said at his home to-day that his condition was comfortable, and that as yet no complications had arisen. Mrs. Vanderbilt is with him. There was a steady stream of callers at the house all morning, inquiring as to his condition.

Light Attack, Says Dr. Flint.
Dr. Austin Flint, of No. 34 East Fifty-fourth street, who is Mr. Vanderbilt's physician, said to-day that his patient had only a mild form of the disease.

"Mr. Vanderbilt left his office, No. 100 Broadway, about ten days ago," he said, "suffering with a headache. He also had some fever. The next day he was worse, and he had to go to bed. At no time, however, has his temperature been above 103 1/2, and he has been able to sleep."

"I don't want to theorize as to how he got the disease, but there is a good deal of it about just now, and he picked it up some way. It is fortunate that it is in such a mild form. At the end of twenty-one days he will doubtless be convalescing. There are no signs of any complications, and I do not apprehend any."

Of all the Vanderbilts, Cornelius is the most popular with the general public. He is excessively modest and his troubles with his father over his marriage and his consequent loss of millions by the elder Vanderbilt will arouse popular sympathy in his behalf.

A Democratic Millionaire.
The fact that he has been a hard worker in the mechanical department of the New York Central and that he has shown marked ability as an inventor has also been a factor in increasing the general respect in which the young man is held. He has not hesitated, although a millionaire ten times over, to wear a pair of overalls and fire an engine to show the merits of his improved fire-box.

He is now in his twenty-ninth year. He was married to Miss Wilson Aug. 4, 1896, after the most strenuous opposition on the part of his father. He had met Miss Wilson at Newport in the summer before and had fallen in love with her. His father sent him abroad, but Miss Wilson was also abroad.

They continued their friendship, and when they returned their engagement was announced. The elder Vanderbilt objected to the match. It was said, owing to Miss Wilson being several years the senior of his son, but the young man had his own way and was married.

Disinherited for His Love.
His father's ill health shortly thereafter was attributed to worry over the marriage. When he died he left the great bulk of his immense estate to Alfred G. Vanderbilt, the younger brother of Cornelius, who thus assumed the leading place in the Vanderbilts of this generation. In place to which Cornelius was entitled by reason of his years.

There were rumors that a contest over the will might result, but it was understood that Alfred G. gave his brother enough of his own millions to bring Cornelius's share of the estate up to that which the other younger children had. If there had been any idea of a contest this stopped it.

Cornelius then went ahead to work out the inventions connected with engines in which he had been so much interested. He made a fortune for himself in a short time. Recently he has been getting into the directorate of large corporations, and despite his loss of millions by his love match, bids fair, if he lives, to eventually take rank as one of the richest of the Vanderbilts.

E. Farlow, private secretary of Mr. Vanderbilt, said this afternoon that Mr. Vanderbilt has asked that the dinner which is scheduled for to-night to celebrate his promotion to the first lieutenantancy in Company D, Twelfth Regiment, be postponed. It was to have been held a week ago to-night, but his indisposition caused the date to be changed.

Only Hard Coal Now on "U."
It was said at the offices of the Manhattan Railway Company this morning that only hard coal was being burned in the locomotives on the "U" road to-day.

New York—20 Hours—Chic.
The connecting link is the Pennsylvania Special, the 20-hour flyer.



CORNELIUS VANDERBILT.

READY TO FLASH ACROSS THE SEA

Marconi Expects to Send Wireless Messages from Cape Cod to England Before the First of the New Year.

PLANS ARE NOW UNDER WAY.

(Special to The Evening World.)
WELLSFLEET, Cape Cod, Dec. 8.—Before the present month is out a message is to be sent across the Atlantic Ocean from Massachusetts to England.

The arrangements have been conducted with the greatest secrecy, and it was only in an inebriated moment that one of those connected allowed the secret to leak out. Marconi expects to reach this station before Christmas, and to have a perfect system of intercommunication with Faldun, in Cornwall, before Jan. 1.

It is expected that either Gov. Crane or Lieut. Gov. Bates will be asked to proceed to the station here, and send a message across the Atlantic. That the message will be sent Marconi asserts positively.

It is practically certain that an effort will be made to have some members of the British royal family or some high official of the Government at the Faldun station, in Cornwall, to receive whatever message may be sent and to reply in kind. At the same time, Lord Minto, the Governor-General of Canada, is to go to the Canadian station at Table-mountain, and to become another factor in the international messages.

Marconi has set his heart on beginning the new year with the system in actual operation, and work at these stations is being rushed with that idea in mind.

BURGLARS WERE CHEMISTS.
Used a Mixture of Lard and Nitric Acid in Breaking Open Safe.

(Special to The Evening World.)
NEW BRUNSWICK, N. J., Dec. 8.—Burglars who tried to crack the safe in P. S. Atkinson's grocery at the corner of Townsend street and Railroad avenue, early to-day, must have been practical chemists, for they used a mixture of lard and nitric acid.

They used a cask of lard from Atkinson's stock and the noise they made alarmed the tenants upstairs who scared the men off.

COMMITTEE VOTES 5 TO 4 IN FAVOR OF TUNNEL FRANCHISE.

By a vote of 5 to 4 the Railroad Committee of the Board of Aldermen late this afternoon decided to report in favor of the Pennsylvania tunnel franchise.

Those who voted in favor were Aldermen Goodman, Owens, Downing, Klett and Peck; those against unless the eight-hour clause is inserted were Idermen McCall, Diemer, Wafer and Lundy. Alderman Lundy voted with the reservation that he could change his vote.

KAISER NOT COMING HERE.
Crown Prince, However, May Visit St. Louis.
BERLIN, Dec. 8.—It is quite impossible for Emperor William to accept President Francis's invitation to visit the St. Louis Exposition. It would require the appointment of a regency, for it is necessary for the sovereign to be in touch every two or three days with the Ministry for formal executive functions. The idea that the Crown Prince, Frederick William, may go to the United States has been favorably received. His Majesty seems to think that the Prince's general experiences in America would be more instructive than a visit to the St. Louis Exposition, and it has been suggested that he attend one of the National Conventions.

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